

**From:** [Benjamin Shorr](#)  
**To:** [Eric Blischke/R10/USEPA/US@EPA](#)  
**Cc:** [Chip Humphrey/R10/USEPA/US@EPA](#); [Carrie Smith](#); [Jay Field](#); [Robert Gensemer](#); [Robert Neely](#); [Ron Gouguet](#)  
**Subject:** Re: Portland Harbor Fate & Transport segments-  
**Date:** 12/05/2006 05:23 PM  
**Attachments:** [ph\\_fate\\_transport\\_segments\\_revision\\_20061205.pdf](#)

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Attached is the updated Fate and Transport segment and figure. Segments have been updated to reflect Gunderson dredging realities and exclusion of Multnomah channel.

Carrie- please cc me on distribution of this layer to folks at Anchor and other consultant types-

Thanks,

Ben

[Blischke.Eric@epamail.epa.gov](mailto:Blischke.Eric@epamail.epa.gov) wrote:

Ben, this looks pretty good. I am concerned about one area however. Off shore of Gunderson the F&T segment extends pretty far into the channel. This is an area that has been targeted by the COE for dredging under its DMMP. I wonder if this fact could be used as justification for ratcheting the F&T Segments towards the shoreline - say to the -25 foot contour interval between RM 8.0 and RM 9.7. If this seems too arbitrary to you, we can leave as is. I do note that the new -35 line matches up with the original F&T segments. Anyone else have any thoughts on this?

Eric

To Benjamin Shorr  
<Benjamin.Shorr@noaa.gov>  
Blischke/R10/USEPA/US@EPA,  
12/05/2006 12:46 PM  
Chip  
cc  
Ron  
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Subject  
Transport

Eric  
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Gouguet  
Portland Harbor Fate &  
segments-

Carrie-

Attached are several documents comprising the updated Fate and Transport segments. Included in the zip file for use by consultants are: Shapefile [ph\_fate\_transport\_120506.shp], Layer (.lyr) file, metadata, Projection (.prj) file.

Also attached is a reference pdf containing figures showing the fate and transport segment.

I've also attached the document (my edits done using track changes) originally from Eric with rationale for segment creation

The attribute table with the shapefile also has the same information as originally, however the segment ID's from Bruce has changed a bit. You and I can coordinate this to make sure the model inputs match up. I have assigned ID's that allow for aggregation by river segment (bank to bank), and individual bank. This should be useful for other contaminant summary analyses.

Lastly- Multnomah channel is included in the first segment, which makes little difference as there are only 3 surface sediment samples there. I can easily slice it out- please let me know ASAP if this is desired.

Thanks,

Ben

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\*\*\*\*\* ATTACHMENT NOT DELIVERED \*\*\*\*\*

This E-Mail message contained an attachment which is a computer program.

This attached computer program could contain a computer virus which could cause harm to EPA's computers, network, and data. The attachment has been deleted.

This was done to limit the distribution of computer viruses introduced

into the EPA network. We are deleting all computer program attachments sent from the Internet into the agency via E-Mail.

If the message sender is known and the attachment was legitimate, you should contact the sender and request that they rename the file name extension and resend the E-Mail with the renamed attachment. After receiving the revised E-Mail, containing the renamed attachment, you can rename the file extension to its correct name.

For further information, please contact the EPA Call Center at (866) 411-4EPA (4372). The TDD number is (866) 489-4900.

\*\*\*\*\* ATTACHMENT NOT DELIVERED \*\*\*\*\*

[ Attachment Fate\_Transport.zip removed ]  
[attachment "ph\_fandt\_series\_20061205.pdf" deleted by Eric Blischke/R10/USEPA/US] [attachment "FateandTransportSections\_bs20061205.doc" deleted by Eric Blischke/R10/USEPA/US]

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